AFFAIRS OF THE RAILWAYS.

The Freight Tonnage Heavy for Midsummer. The train records show that the volume of business moving in all directions averages well with former years in June. The movement of loaded cars in the last week of June, 1888, was one of the largest of either week in the two months preceding, consequently the comparison of this year is against a good week in June, 1888, and there is a slight gain shown. Going back to the corresponding week of 1887, a very handsome increase is shown this year. East-bound, however, with all lines the movement is rather light, although a slight improvement is shown in shipments of export stuff, but the tonnage of grain moving eastward is unusually light. More flour is going forward than at the correspoding period last year. Shipments of hard-wood lumber, staves and heading are quite large. West-bound the tonnage is the largest of any June in many years, the expected falling oft not as yet being noticeable. The Bee-line brought in from the East 978 loaded cars, against 821 forwarded; the C., St. L. & P. brought in forwarded; the C., St. L. & P. brought in 826 loaded cars, against 611 forwarded, and the same proportions are shown with the other lines. The freights coming west are miscellaneous in character, largely heavy merchandise, such as sugars and coffees, with a liberal sprinkling of machinery for the West and Southwest. North-and-south roads are doing a fine business. Comparison with former years will, in every case, show an increase this year in movement of loaded cars. Local traffic is seldom as heavy in June as it has been the past month. The large amount of building going on in the city and over the State does much toward swelling the tonnage. As much toward swelling the tonnage. As yet, coal traffic is at a low ebb, never lighter in this vicinity since the roads reached the point where the traffic was important.
The shipments of live stock are heavier than at the corresponding period last year.
A review of the situation generally leaves little ground for complaint. Below is given the number of cars received and forwarded at this point in the week ending June 29, as compared with the corresponding weeks of 1888 and 1887: Name of Road | Loaded Loaded Loaded

Name of Road.	1889.	1888.	1887.
L., N. A. & C. Air-line	333	262	307
I., D. & W. C., H. & D. (Ind'p'l's div.)	296	264	252
L.E. &W.	567 606	559 420	627 412
Vandalia	1.867	1,724	1,784
O., I. & W. Eastern	518	514	782
	588	627	532
(L & V	485	484	480
Penn. lines J., M. & I	888 395	736 269	884 289
Colu'b's div.	1,437	1,385	1,345
(Chi. div.	1,605	1,706	1,555
C.,C.,C. & St. L Cin. div.	1,895		1,826
) Ot. Lattiv	1,710	1,521	1,492
(Clev. div	1,799	1,561	1,468
Totals	14,994		
Empty cars	4,432	4,412	4,222
Total movement	19,426	19,290	18,257

The Transfer of the Wabash, CHICAGO, July 1.-At midnight the Wabash railway, and all the property belong-

ing to it, were turned over by Receiver McNulta to the purchasing committhe operation of the by the management of the Wabash Western began at that bour. All remittances for agents and foreign roads to close the amounts prior to July 1, will be made to the receiver in Chicago. Remittances for receipts commencing July I. will be made to the treasurer of the Wabash Western railroad at St. Louis. The accounts for July will all be kept in the name of the Wabash Western Railway Company's "agent," meaning agent for the purchasing committee. It is expected that the formal reorganization will be effected by Aug. 1, and the title of the accounts will again be changed to conform with the new corporation name, which will be "The Wabash Pailroad Company."

Railroad Company."
The ex-receiver, General McNulta, will probably find enough to keep him busy in Chicago for a month or two more yet, but his control and management of the road ended at midnight. His subordinates find their occupation gone, the officers of the Wabash; Western superseding them with promptness at the hour named for the trans-

Personal, Local and General Notes. V. T. Malott, receiver of the Chicago & Atlantic road, went to New York yesterday, for a conference with the Erie people. The high officials of the Cleveland, Cincinnati, Chicago & St. Louis road will this week make an inspection trip over the entire consolidated system.

General Manager McCrea, of the Pennsylvania lines west of Pittsburg, spent Satarday in the city, looking after business in connection with their own lines and that of the Union Railway Company.

W. P. Ijams, superintendent of the stock-yards, and auditor and treasurer of the Union Railway Company, who has been quite ill for some weeks, is so much better that he is expected to be in the city to-day.

The Baldwin locomotive-works last week turned out their ten-thousandth locomotive, it going to the Northern Pacific road. The first engine built at the works in 1861 weighed eight tons; the No. 10000 weighed seventy-five tons.

The understanding seems to be that there will be no consolidation of offices of the Bee-line and the Big Four at such points as Cincinnati and Indianapolis before the first of August, the slate not yet having been fully perfected.

It is understood that T. W. Burrows, who to-day retires from the superintendency of the Chicago & Atlantic road, is to be taken care of on the Erie. E. B. Thomas, general manager, considers Mr. Burrows a young railroad man of ability.

C. G. Waldo to-day assumes the duties of purchasing agent of the Cincinnati, Hamilton & Dayton lines. For many years Mr. Waldo has been in the service of the Michigan Central, and by his superior officers was considered a valuable man.

Gen. John McNulta, who yesterday retired from the control of the Wabash road as its receiver, has issued a circular to the agents and employes, thanking them for their efforts in behalf of the Wabash and faithfulness in whatever position they have been placed.

M. J. Becker, chief engineer of the Penn-sylvania lines west of Pittsburg, has examined the Johnstown bridge and says it was not seriously damaged in the flood. Some of the coping was displaced but otherwise there is no rupture or displace-

ment of the structure. The Cleveland, Cincinnati, Chicago & St. Louis Railroad Company to-day takes control of the Cairo & Vincennes road. The friends of Nort Alexander, who is acting superintendent of the C. & V., are quite anxious that the new management should

make him superintendent. To-day the "Soo" lines will put on a limited train between Duluth and Boston. The time of the train between the two points is fifty-six hours. The management boast that they are getting the cream of the freight traffic between the cities named, and now they propose to secure the cream of the passenger business.

General Auditor Reinhart, of the Atchi-son, Topeka & Santa Fe, who has been West looking the property over for three weeks, has returned to Boston, and tells the friends of the property that the crops along the company's lines all look well and the outlook for their general business for months to come is favorable.

Larry Sullivan, who, on Saturday, severed his connection with the Big Four, to accept the posision of auditor of the Chesapeake & Ohio road, was the recipient, on leaving the road, of an elegant silver water set from the employes under him in his office, and of an elegant gold watch and chain from his old associates at Indianapolis.

There were transferred over the Belt road in the week ending June 29, 11,839 cars; increase over the number handled in the corresponding week, 1888, 1,132 cars. Beltroad engines last week handled 965 carloads of live stock, against 663 in the correding week last year; increase this year

302 cars. W. W. Worthington, general superintendent of the Fort Wayne, Cincinnati & Louisville road, retires to-day, and his duties will be looked after by Geo. W. Saul, the new general manager of the road, who takes hold to-day. Mr. Worthington has been in official position on the Fort Wayne

south lines. One of his special efforts has been to build up the local business, and he has done remarkable things in that direc-

S. T. Blizzard has been appointed chief train-dispatcher of the Big Four division of the Cleveland, Cincinnati, Chicago & St. Louis road, vice M. H. Cook. Mr. Blizzard commenced service with the Big Four as an office-boy, and, although very quiet in his ways, is a man of ability, and his further promotion will not be a surprise.

The record of train accidents in the United States, which is kept by the Railroad Gazette, shows that in May there were 102 accidents, in which 52 persons were killed and 152 injured. During the month there were 45 collisions, which is a poor comment on the manner trains are being handled. Three of these accidents occurred on Indiana roads.

In railroad circles a feeling prevails that the Cleveland, Cincinnati, Chicago & St. Louis company should secure control of the Cincinnati, Wabash & Michigan road. In fact, its connection with the Bee-line is such that it could but be a valuable feeder. That it would be a much more valuable acquisition for the consolidated lines than the Cairo & Vincennes no one will for a moment question. moment question.

Through the better observance of Sunday some 1,200 men off the Pennsylvania lines west of Pitteburg are relieved from service who have usually worked from 6 o'clock A. M. to 6 o'clock P. M. Those who are allowed to rest at Indianapolis spend most of their time with their families, as a majority of the yardmen and train crews that make Indianapolis their headquarters have fam-ilies, and in many cases little homes of

At the coming meeting of the Union Railway Company, July 12, it is understood that some definite action will be taken as to the building of the viaduct over the Un-ion tracks at the Meridian-street crossing. There is a general desire that something should be done in the matter, and at the same meeting the building of a viaduct over the Union tracks at Virginia avenue will be considered. The Union Railway Company will probably state what they will do in case the improvement is made.

The Pullman company are preparing to place some of the finest equipments they own on the line from Chicago to Cincinnati over the L., N. A. & C. and the C., H. & D. roads, whenever the Wagner equip-ments are placed on the Big Four to run between the points named. If the character of the sleeping coaches run has anything to do with the volume of traffic the fight between the sleeping-car com-panies bids fair to become quite inter-

Under date of June 29. V. T. Malott, receiver of the Chicago & Atlantic road, anceiver of the Chicago & Atlantic road, announces the following persons as his official staff: G. M. Beach, general manager; L. G. Cannon, general agent for the receiver; E. C. Murphy, general superintendent; J. D. Kershaw, auditor; A. S. Crane, general freight agent; F. C. Donald, general passenger agent, and H. Levings, chief engineer. Mr. Murphy was for some years superintendent of the Indianapolis. Peru & Chicago road, and Mr. Levings located the Indianapolis Belt road. dianapolis Belt road.

The Court Record.

SUPERIOR COURT. Room 1-Hon. Napoleon B. Taylor, Judge. Mary E. Meyerpeter vs. Robert A. Meyerpeter; for support. Divorce and \$200 alimony given to plaintiff on grounds of cruelty and failure to provide.

Nicholas Williams vs. Lida D. Williams; divorce; abandonment. Granted plaintiff. Nancy J. Emerick et al. vs. Olivia

Nancy J. Emerick et al. vs. Olivia
Comegys et al.; to set aside conveyance.
Finding for defendants.
First Fational Bank of Sineka, Kan., vs.
J. B. Hoover et al.; on note. Finding and
judgment for plaintiff for \$400.18.

John M. Scatcherd vs. George Carter et
al.; on account. On trial by court.

Eagle Machine-works vs. James R. McDonald; account. Judgment for plaintiff
by agreement for \$661.90. by agreement for \$661.90.

Ella Drum et al. vs. Charles T. Johnson et al.; partition. Commissioner Bradley

Room 3-Hon. Lewis C. Walker, Judge. John J. Clements vs. Fannie T. Clements; divorce. Granted plaintiff on grounds of infidelity.

files final report and cause determined.

General Term Decisions. State ex. rel. William E. Bash vs. Isaac King; affirmed. Clarkson D. Rogers vs. Indiana Insurance Company; dismissed. Jesse J. Apple vs. Hattie Bills, et al.; re-

City of Indianapolis vs. Austin B. Gates, et al.; affirmed. First National Bank of Indianapolis, No. 2556, vs. John B. McCutcheon, et al. Demand, \$300,000.

Mary Rown vs. Edward Dalton; complaint for seduction. Demand, \$10,000.

Lafayette Young vs. the Order of Chosen
Friends; complaint on certificate. Demand, Mary Jane McPherson vs. Daniel P. Mc-Pherson; divorce. Allegations, cruelty and failure to provide.

CIRCUIT COURT. Hon. Livingston Howland, Judge. John M. Pruitt vs. James Munn et al.; motion for new trial. H. H. McGaffey, administrator, vs. Julius C. Walk et al. Geo. M. Bingham et al., filed motion for new trial.

John R. Wilson, clerk, vs. John W. doore, constable. Dismissed at cost of d John R. Wilson vs. Wesley Davidson, J. P. Dismissed at cost of defendant. F. C. Huntington vs. M. J. Osgood. Finding for defendant in the sum of \$31.52.

Christ's Mission on Earth.

Rev. Reuben Jeffery, at Macon, Ga. Jesus was only thirty years old at the time of His death, and had only preached and taught about two and a half years. If He had been only the philosopher that infidels think him he would have taken His place along with them. All His teaching would not fill more than sixteen pages of an 8vo book. Yet He can be called only a philosopher. Was there not something else? He came on earth to die, not to live. His death was an act of obedience, and a fulfillment of the prophecies concerning Him. It was an illustration of the obedience of the human being to the divine will. His death was also a voluntary surrender. He could have avoided it. He could have gone on living forever, for He was the divine Son of God, and could have passed it over. But the death of Christ was a crisis in the history of human life. It was the turning point in the destiny of souls. By it the internal life of the soul, in all essential points, existing as it did here was made possible. The soul's elevation to the realms where all is joy and bliss is the result of

The President Is Not Wrong.

Washington Post. Senators and members of Congress had no business to denounce President Harrison for upholding the civil-service law, to the maintenance of which he is as much pledged by his oath of office as to that of any other law, while they, the responsible authors of the system—possessing the legislative power to abrogate it—having in their own hands the remedy for what they know to be an unnecessary evil, lack the courage and patriotism to expunge it from the statute book. It is plain to see that the President is not wrong in this matter and that his critics are not right.

Pennsylvania's Blue-Ribbon Asses.

New York Tribune. Some citizens of Pittsburg, who declare that they voice the sentiments of Western Pennsylvania, have presented a gold medal to Major Armes, bearing the following in-scription: "Presented to Maj. George A. Armes by one hundred subscribers, in approval of his pulling Governor Beaver's No one can complain, of course, if one hundred men in any community choose to make asses of themselves; but they should not say that they represent the half of a great commonwealth.

A Mournful Failure.

Louisville Courier-Journal. The masculine summer hat has always been a failure. Even the ventilated hats are not cool. A really comfortable hat should not touch the head at all, but should be supported from the shoulders, leaving the head bare to the breezes and always in the shade. This new hat has not yet been invented, and bald-headed men may raise a cry against it, but it must come.

A Mournful Reflection.

Chicago Times. takes hold to-day. Mr. Worthington has been in official position on the Fort Wayne road seventeen years and has made a good record, taking a property which was in the mire, both financially and physically, and placing it among the best of the north-andSanford's Ginger Am King of Gingers



Sanford's Ginger Is the Best of all known Gingers.

Melons and SANFORD'S GINGER, the bane and antidote of modern civilization. What more refreshing to the irritated aud parched mucous membrane on a hot, sultry day

than a slice of cold, ripe, luscious, black-eyed If the melon is sometimes full of cussedness, the antidote, SANFORD'S GINGER, is ever at hand to neutralize its venom and restore to health the This unrivaled household panacea and travel-

ing companion is sure to check every disturbance of the bowels, instantly relieve cramps and pains, prevent indigestion, destroy disease germs in water drunk, restore the circulation when suspended by a chill-a frequent cause of choleramorbus-break up colds and fevers, and ward off malarial, contagious and epidemic influences.

Sanford's Ginger With Owl Trade-Mark on the Wrapper.

Real Estate Transfers. Instruments filed for record in the recorder's office of Marion county, Indiana, for the fortyeight hours ending at 5 P. M., June 29, 1889, as furnished by Elliott & Butler, abstracters of

titles, Hartford Block, 84 East Market street. H. Ponn. St., When Block, Opp. Postoffice. First German Reformed Church to
Maria Rhodius, part of lots 7 and 8,
Bates's subdivision of outlot 60.... \$6,000.00

H. C. Brimson to J. R. Davis, part of
lot 12 in square 1, North Park addition C. E. Dark to M. V. Gilliard, part of lots 5 and 6 in square 3 in Drake's

addition.

J. W. Ray to Ella W. Thomas, lot 4 in square 157 in Brightwood.

Jane A. Hurd to Benjamin Shoemaker, lot 63 in Drake's first addition, and lots 25, 26, 60, 61 and 62 in Drake's second addition..... 5,000.00

1,400.00 Nicholas McCarty to H. F. Winter, lot 105 in McCarty's third West-side 295.00

addition.

George Hasty to Martha E. Fisher, lot

in Cottrell's subdivision of lots

7 to 41 in Blackford's subdivision of outlots 152 and 154..... E. M. Murphy to Ruth Adams, north-west corner of the southwest quar-ter of section 9, township 14, range 3 east, containing 8 23-100 acres... Nicholas McCarty to Annie M. Tobin, 320.00 lot 406 in McCarty's ninth West-side 400.00

addition

Bertha Pauli to William Carroll, part
of lot 2 in Wright's subdivision of
Yohn's subdivision of outlot 127....
W. P. Gould to J. V. McKernan, lots 1,000.00 W. P. Gould to J. V. McKernan, lots
7 to 16, inclusive, in Downey's second east addition
H. J. Milligan, trustee, to A. W. Ross,
lots 47 and 48 in Milligan's Park
Place
Mary Middleton to W. S. Hubbard, lots
17, 18, 19 and 20 in square 6 in
Hubbard's Park Heights.

Effic A. Perry to August Koonse, lot
1 in square 15 in Fletcher's South
Brookside 720.00 1,100.00 350.00

Conveyances, 18; consideration....\$37,295.00

When Baby was sick, we gave her Castoria, When she was a Child, she cried for Castoria, When she became Miss, she clung to Castoria, When she had Children, she gave them Castoria.

SOCIETY MEETINGS. MASONIC-ANCIENT LANDMARKS LODGE, No. 319, F. & A. M. Stated meeting this (Mon-day) evening, at 7:30 o'clock, in Masonic Temple. WM. S. RICH, W. M. WILLIS R. MINER, Secretary.

HUSTON-Hamilton Huston, at the residence of his daughter, Mrs. J. W. Elmer, No. 192 East Mc. Carty street, Sunday morning, aged 79 years and 9 months. Funeral at the residence this morning. Remains will be taken to Danville, Ind., at 11 o'clock, for interment.

STRAYED OR STOLEN. STRAYED OR STOLEN—Bay horse, with star on his forehead, hitched to a phaeton. Report to 447 Park avenue or 60 East Market, Room 19.

WANTED-MISCELLANEOUS. WANTED-To buy stocks of merchandise at a discount for cash. F. HUFFMAN. 250 State st. Chicago, Ill.

WANTED-Twenty-five good teams for work on the E. & R. railroad. Wages \$3.25 and \$3.50 per day. Apply to MASELLI & BALL, Richmond, Ind.

WANTED-\$25 Weekly representatives, male remails in every community. Goods staple; household necessity; sell at sight; no peddling; salary paid promptly, and expenses advanced. Full particulars and valuable sample case free. We mean just what we say; address at once, Standard Silverware Co., Boston, Mass WANTED-THE MUTUAL RESERVE FUND

Special Agent in each CITY and COUNTY in the UNITED STATES, CANADA, GREAT BRITAIN and FRANCE. It also has excellent openings for good business men in all of these countries as MAN-AGERS, General and District AGENTS. Compensa-AGERS, General and District AGENTS. Compensation liberal; results certain; position permanent.
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and One-half Million Dollars in death claims. It has
more than Two Million Dollars Cash Surplus. It is
the greatest success ever known in life insurance.
Address or call upon E. B. HARPER, President, or
N.W. BLOSS, Vice-president, Home Office, 38 Park
Row. New York, or upon any General Manager.

FINANCIAL.

LOANS - MONEY ON MORTGAGES. C. F. SAYLES, 75 East Market street.

FINANCIAL - MONEY ON MORTGAGE, FARMS and city property. C. E. COFFIN & CO.

MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Room 11, Talbott & New's Block. SIX PER CENT. ON CITY PROPERTY IN IN-M ONEY TO LOAN ON FARMS AT THE LOW.

dest market rate; privileges for payment before
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WANTED-MALE HELP. WANTED—A reliable party to serve meals for about 5,000 people daily, at "Spring Fountain Park," Eagle Lake, during the Encampment of the order of "Kuights of Pythias," beginning Aug. 5 to 12, inclusive. Address BEYER BROS., Warsaw, Ind.

BUSINESS OPPORTUNITIES. FOR the best opening in the State for a general store Address P. O. Box No. 71, Bainbridge, Ind. FOR SALE-REAL ESTATE. WOODRUFE PLACE LOTS-Last week of the sale at the low present price, on long time. VA-JEN'S Real Estate Exchange, 79 East Market st.

FOR SALE-MISCELLANEOUS. FOR SALE-Drug stock; \$1,200; a good location.

Address DANIEL STEWART, Indianapolis, Ind. LOR SALE-RARE CHANCE-Railroad Eating-I house, at intersection of three roads. Every train stops to eat. PATTISON & HAMLIN, 84 South Illinois street.

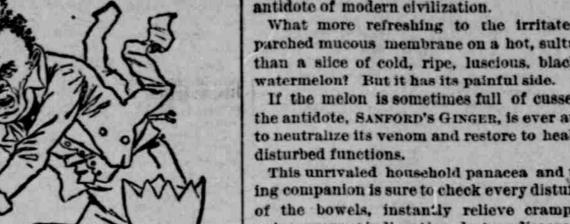
ANNOUNCEMENTS. MAMILY FLOURS, wholesome Grain Foods, etc. Largest variety in Indiana. Free samples. G. A. Van Peit, 124 North Delaware st. HE place for an afternoon drive or Fourth of July picnic, is the Crow's Nest, one and a half mile this side of Broad Ripple, on west bank of White river, among the hills and springs.

THE undersigned being the owners of a patent automatic candy box to be attached to theater seats, desire to sell the sole right to use them in this State. Responsible parties may address American Automatic Specialty Co.

114 State street, Albany, N. Y.

Will Play **光** 阿罗尼亚亚 100 TUNES A TO THE PROPERTY OF To introduce persons (either Show it.

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Principals of various branches have had from four to
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FURSITIE, No. 211 Park avenue GIRLS' CLASSICAL SCHOOL. Eighth year opens September 15. Prepares for the Harvard Annex and for all women's colleges. Excellent courses in Music and Art. Handsome accommodations for boarding pupils. Send for catalogue. Theodore L. Sewall and May Wright Sewall, Principals, Indianapolis, Ind.

PHILADELPHIA, GERMANTOWN. 202 and 204 W. Chelton Ave. Miss Mary E. Stevens Boarding and Day School begins its 21st year Sept. 23, 1889. "Approved" by Bryn Mawr College and "Authorized" to prepare students for its entrance examina ons. Pupils pass these examinations in this school.

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UNIVERSITY OF VIRGINIA. SUMMER LAW LECTURES (nine weekly) be gin 11th July, 1889, and end 11th September. For circular apply (P. O. University of Va.) to JOHN B. MINOR, Prof. Com. and Stat. Law.

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A modern stone hotel,
Capacity 800 guests,
Magnificent table,
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Atlantic Express Service. LIVERPOOL VIA QUEENSTOWN.
Steamship "CITY OF ROME," from New York
WEDNESDAY, June 24, July 24, Aug. 21, Sept. 18,
Saloon Passage, \$60 to \$100, Second-class, \$35.

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Steamers every Saturday from New York to
GLASGOW AND LONDONDERRY.
Cabin Passage to Glasgow, Londonderry or Liverpool,
\$50 and \$60. Second-class, \$30. Steerage passage, either Service. \$20. Saloon Excursion Tickets at Reduced Rates. Travelers' Circular Letters of Credit and Drafts for any Amount issued at lowest current rates. For Books of Tours, Tickets or other information Apply to HENDERSON BROTHERS, New York, or ALEX. METZGER, 5 Odd Fellows' Half or FRENZEL BROTHERS, Merchants' National Bank,

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ALEX. METZGER, Odd-fellows' Hall.

RAILWAY TIME-TABLES. DENNSYLVANIA LINES-THE DIRECT AND POPULAR PASSENGER ROUTES.
Trains leave and arrive at Indianapolis as follows; PANHANDLE ROUTE-EAST. Leave for Pittsburg & N. Y. 4:30 am, 3:00 pm, 5:10 pm

"Richmond & Columbus 9:00 am, 4:00 pm

Ar. from N. Y. & Pittsbg. 11:40 am, 6:50 pm, 10:20 pm

"Columbus, Richmond, etc., 9:40 am, 3:50 pm

Sleepers to Pittsburg and New York without change.

CHICAGO DIVISION.

Leave for Chicago and Northwest 11:35 am, 11:20 pm

Arrive from Chicago and Northwest 3:25 am, 3:15 pm J., M. & L. R. B. -SOUTH. Leave for Louis-ville & the South 4:00 am, 8:45 am, 3:25 p m, 6:25 pm Ar. from Louisv'le & the So'th. 10:00 am, 11:25 am, 5:45 pm, 10:55 pm I. & V. R. B .- SOUTHWEST.

Cairo Express, Leave.. Vincennes Accommodation, Leave...... 4:20 pm Vincennes Accommodation, Arrive...... 10:37 am Cairo Express, Arrive..... East and West.

Trains at Indianapolis Station.

Lve, going East...*4:00 am 3:00 pm

Arrive, from East 11:45 am, *10:50

pm.

Lve, going West..*7:45 am 12:05 noon, 5:50 pm.,

Arrive from East 11:45 noon, 5:50 pm., Arrive, from West *3:40 am 10:15 am, 2:40 pm,

*Daily, City Ticket-Office, 42 Jackson Place. VANDALIA LINE-SHORTEST ROUTE TO ST.



GRAND ORIENTAL ASKET MEETING AND SACRED CONCERT

AT BLUE RIVER PARK, JUNE 30. ROUND TRIP ONLY 50c. Trains at 9:30 and 2 p. m. Return at 6:30 p. m. Grand Celebration at the same place July 4.

Regular Trains leave Indianapolis at
3:55 a. m. [d'ly], 8:65 a. m. [d'ly], 2:45 p. m., 6:35 p. m.

Trains arrive at Indianapolis: 8:35 a. m., II:40 a. m. [d'ly], 4:45 p. m., 10:55 p. m. [d'ly] Ticket office, corner Illinois street and Kentucky

C) LOUISVILLE, NEW ALBANY & CHICAGO RY.

The ONLY LINE running a MORNING TRAIN to Chicago, returning the same day. Leave Indian-apolis 7:00 a.m., daily: returning, leave Chicago at 11:40 p. m., daily, arriving Indianapolis 7:59 a.m. Other trains leave as follows: 11:55 s. m. [except Sunday], arrive at Chicago at 11:15 p. m. [daily] arrive at Chicago at 7:10 a. m.
6:00 p. m. [daily], Monon Accommodation.
Pullman Sleeping and Chair Cars on all through Ticket office, 26 S. Illinois street, Indianapolis.

Lake Michigan and Lake Superior Transportation Co. LAKE SUPERIOR STEAMERS. THE CREAT LAKE ROUTE.

Time Table—Leaving Chicago,
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For Sault Ste. Marie, Marquette, Duluth and intermediate points: Tuesdays and Friday: 8.30 P. M.
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